THRUST

volume 2 july 1960 number 7

Regioneers To Pocket $3,595,000 From Raise

ACCOUNTING DIVISION MAKES BREAKDOWN OF PAY HIKE VOTED PERSONNEL BY CONGRESS ON ANNUAL AND BI-WEEKLY PAY PERIODS

The seven and one-half percent pay raise voted by Congress will net the 6,894 regioneers on the payroll on last June 30 an estimated $3,595,000 annually, according to figures compiled by the regional Accounting Division.

In a break-down of categories involved in the pay increase, Acting Accounting Division Chief Lester Lord estimates that the overall hike in base pay in the region would amount to more than $123,000 each bi-weekly pay period. He added the pay scales for night deferential, overtime and holidays would add another $8,395 and retirement more than $5,400.

Additional insurance coverage under the raise will amount to nearly $700 on a bi-weekly basis, he said.

The effective date of the new pay raise for the region is the pay period beginning July 10, and will actually show up in pay checks to be distributed on August 5.

Regional Manager Elliott recently issued an administrative memorandum showing new pay rates Congress authorized by grades.

Albers Takes Over Duties Of Acting Flight Surgeon

Dr. William R. Albers has assumed the position of acting regional flight surgeon, succeeding Flight Surgeon Thomas C. Gentry who recently transferred to Washington headquarters.

Dr. Albers received his Bachelor of Science from St. Peters College in Jersey City in 1946 and four years later completed his medical course at Georgetown University School of Medicine in Washington.

As an officer in the Marine Corps during World War II, he was a fighter pilot and still holds a commercial flyers license.

Guccione Off To Attend Naval Defense School In California

Vincent T. Guccione, civil aviation defense planning officer on the staff of the Regional Manager, has left Jamaica to attend the five-week Navy Atomic, Biological and Chemical Defense School in San Francisco, Calif.

RUNWAYS NOT TO EXCEED 10,800 FEET – PYLE

FAA Library

FAA Deputy Administrator James T. Pyle has made it clear that there will be no federal airport aid money for runways in excess of 10,800 feet.

Addressing a recent meeting of Airport Operators Council, he stated that the decision was not arbitrary but one based on sound economics, pointing out that airport real estate and runway construction costs have increased prohibitively in the past few years.

THRUST

Vol. 2 No. 7 July 1960 Page 2

REGION I

Monthly News Digest

Published by and

for Personnel

●

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Regional Manager

●

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In Ye Ed's Corner

INTRODUCING DR. ALBERS

THRUST welcomes with open arms it's newest columnist -- Dr. William R. Albers, acting regional flight surgeon, who has taken pen in hand and revived "A WORD TO THE WISE . . ." His first column this month, which replaces that previously written by Dr. Thomas C. Gentry, former regional flight surgeon, deals with sunburn -- preventative causes and simple rules for treatment. It's preferred reading in the editor's book, and can go a long way toward eliminating pitfalls that Ol' Sol can create.

VACATION TIME IN U.S.

Our author of "ADLIB ALA FEMME", Mrs. Lorraine Advocate Yudell, is also back in print this month following what she reports to be the honeyest of honeymoons. She looked through the rose-colored glasses of her favorite bridegroom, namely Marty, to write in her current column that Puerto Rico is "enhanced with tropical splendor that romanticists dream about". You probably have figured by now that her subject is all about good old summer vacation time, ala U. S. style. Furthermore, she solemnly promises to never again miss an issue of THRUST.

LET'S GIVE WITH COPY

Besides the regular columns there is a bevy of interesting news items from various facilities throught the region. Our only regret is that there aren't more. So come on, you lazier field reporters, and give with the gems. You fourth estaters should realize by now that THRUST is your publication, and its' text matter is solely up to you.

JOHN QUE HAS HIS WORD

FAAers To Have Say As To Attitude Toward Federal Service-Employment Under Study

The Brookings Institution, a privately endowed non-profit organization concerned with research in problems of public policy, is conducting a study to assess attitudes of American people toward federal service and federal employment.

A sampling of persons outside the federal service has already been completed. This first phase of the study included interviews with some 3,700 persons not employed by the federal government, but representing various occupational groups in the national population.

To complete the survey, 1,700 persons now employed with the federal service will be interviewed -- some of them from this region. The interviews will be conducted by representatives of National Analysts, Inc. of Philadelphia, for the Brookings Institution.

During the months of July and August, representatives of NAI will contact selected federal officials throughout the United States for the purpose of interviewing them in connection with this study.

The names of the persons to be interviewed were chosen at random by the Civil Service Commission in connection with an earlier study to determine the percentage of Federal employees possessing social security account numbers.

A preliminary inquiry will be sent to a number of these federal employees to determine whether or not they fall within the categories to be interviewed and to determine when they may be available for such interview.

Approximately one-third of the persons to whom the preliminary inquiry will be addressed will be asked to complete an interview of from one to two hours duration. Separate contacts will be made to schedule the discussion.

The interviews will be conducted during official working hours if such arrangement is agreeable to the supervisors of the individuals being interviewed. Such time should be made available during normal working hours if it will not seriously disrupt or otherwise interfere with the normal work of the Agency.

CSC has requested regional cooperation, which is being provided as a matter of Agency policy. -- turn to page 9

Light Of Dawn

N&W RAILROAD AWAKES TO JET AGE — PUTS OFFICIALS IN AIR

Alas and alec!

The Norfolk & Western, one of the nation's leading railroads, has awakened to the jet age and gone air-minded.

Railroad officials, long required by company policy to travel by rail exclusively, have been given the green light to use air transportation on company business.

This has resulted in a noticable increase in commercial air transportation at Roanoke, Va., where N&W main offices are located.

In addition, the rail carrier has leased a super-plushed Convair 240 from Piedmont Airlines for executive use. Trimmed in a "Pullman Car" red stripe with gold bars, the aircraft will soon be seen at all the nation's leading airports.

Time was not too long ago when the predominantly coal-carrying railroad was so steam-minded that it would not permit diesel locomotive operations over its tracks.

Recognizing that the wheels of progress must grind onward, the N&W finally bought diesels. Now the ground carrier is really getting progressive by going airborne.

Drops In For Chat

QUESADA SPEAKS AT ATM MEET

Administrator Briefly Addresses Annual Conference Of Chiefs' In Boston June 20-24

A highlight of the Air Traffic Management Field Division's annual Facility Chiefs' Conference June 20 - 24 in Boston was the suprise appearance of FAA Administrator Quesada, who briefly addressed the group.

Adopting as it's theme "Progress Through Management", the five-day meeting was featured by diversified sessions for specific and joint interest, a User Day program and a progress report from the Bureau of Research and Development. It was the first time that major user groups have addressed such a region-wide confab.

Another suprise guest at the conference was Regional Manager Lawrence C. Elliott, who had just arrived from his former post in Ft. Worth, Tex. He not only expressed gratification at becoming a member of this region's team, but took every opportunity to meet as many of the conferees as possible.

Still another feature of the session was the presentation by Assistant Regional Manager S. W. Bobskill of Superior Performance awards to a large group of Air Traffic Management personnel, including that to newly confirmed Division Chief Wayne Hendershot.

After hours activities included a banquet on the evening of User Day, when Air Force Majors Don Quercia and John Repola impersonated a Russian official of the Moscow Aviation District and a State Department official, respectively.

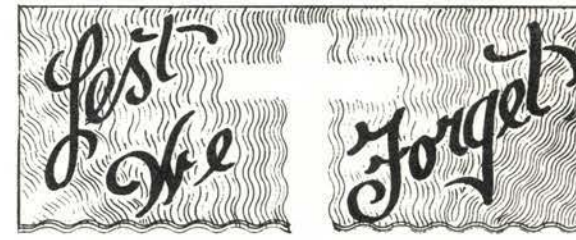
Only a few conspirators were "in the know" and some consternation resulted from an address by the "Russian official".

After the "unmasking", Leo Marshall, chief of the Philadelphia tower, carried on as master of ceremonies and used his Russian jokes, after all.

LOOK, MA, I'M GENERATING POWER TO TAKE OFF

Man can generate enough power with his muscles to enable him to fly -- if he had wings.

A British scientist has found that only .4 Horse Power is needed to get a man into the air. A 175-pound man can generate that much power rowing, bicycling, or climbing for 5 to 30 minutes.



GEORGE V. HAMRICK, supervisory air traffic control specialist, Parkersburg, June 7.

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MILLVILLE FSS TRAINS FOREIGN NATIONALS

Since 1957 the Millville, N. J., Flight Service Station has participated in the training of more than a dozen foreign nationals from the far corners of the world.

So far, they have had visitors from Japan, Korea, Turkey, Lebanon, China, Vietnam and Afghanistan.

In addition to their aviation training, these individuals are constantly improving their use of the English language and learning the way of life in the United States.

The Millville program includes social events, visits to private homes, tours of historical shrines and recreational activities. Most of their social contacts are arranged through FSS Chief Howard Zwicker.

The personnel of the regional FSS consistently ship clothing and other necessities of life to the Cheon-Hye orphanage in Pusan as a result of a station trainee from Kimpo Airport in Seoul.

MEET ERNIE GAYLE...

Were regional delegates attending a political convention, they would obviously vote for Ernest L. Gayle, acting chief of the Facilities and Materiel Division's Maintenance Engineering Branch.

An alumnus of Brooklyn College from which he received his BA degree in Science. He has spent 20 years in the associate fields of electronic engineering -- all of which he feels have been rewarding.

Four of these years were spent as a naval officer, whose prime duty was to assist in the development of the ground control approach system in Attu, Alaska. He came aboard FAA in 1947 and has held a host of important positions since then.

Ernie professes to being a hi-fi bug, and his weekend pursuit of a little white pellet threatens (sic) to make a golf widow of his better half. Still his chief interest is wife Shirley and daughters Benita and Marla, who share with him the Gayle abode at Massapequa, L. I.

...INTRODUCING EARL BLANCHARD

"Earl-E to bed and Earl-E to rise" can make a man branch chief of the Flight Standards Division's Aircraft Management Branch. Evidently that formula is a successful one as Earl E. Blanchard enjoys that distinction.

Earl, who first saw the light of day in White River Junction, Vt., spent his early aviation days barnstorming fixed and seaplane bases in northern New England. His first post with the FAA was as a general inspector in 1942. He transferred to Federal Airways in 1944 where he participated in the early stages of the Air Force's instrument landing system.

Earl was selected as Air Navigation Facilities Division's chief of the Flight Inspection Branch in 1951 and served in that capacity until receiving his present appointment. He enjoys small stream fishing and model railroading. Although a man of few words, he is full of action -- and liked and respected by his colleagues for it.

Earl lives in New Hyde Park, L. I. with his wife, Edith and daughter, Deborah. Son Donald is currently in the Air Force.

NOW COMES LESTER LORD...

The time has come to talk of Lester Lord, acting chief of the Regional Accounting Division -- which, to say the least -- is a mighty busy operation.

Lest you don't know, AD prepares the payroll for nearly 7,000 regioneers, handles travel vouchers, per diem, and graciously accepts employees jury duty recompense.

Les, who received a BBA degree from the City College of New York, has almost 20 years of federal finance service under his belt. He is the antithesis of the accepted version of the typical accountant -- possessing an enormous vitality and a contagious humorous demeanor.

His undoubted love of his professional pursuit is apparent by a professed lack of hobbies or avocations. Cambria Heights, L. I., is home to the Lords, notebly wife Beatrice, son Brian and daughter Patrice.

Regional Traffic Controllers to Take Part in Extensive FAA-Wide Medical Data Study

Regional Bureaus of Aviation Medicine, Air Traffic Management and the Office of Personnel and Training will participate in an FAA-wide extensive series of research projects designed to study the mental resilience and physical stamina of man in air traffic control situations.

Participants in the research projects will be volunteers carefully selected from among the 17,000 current and future air traffic control specialists.

The ultimate objective of the research is to obtain clear cut medical data concerning stress factors relating to controller working conditions.

This data would provide a basis for establishing hours of work, for modifying working conditions and for decision on the necessity or desirability of earlier retirement for air traffic control personnel.

The projects will include a study of the effects of diet, stress and fatigue on energy output to provide better understanding of the basic needs of controllers in performing their tasks; a study to investigate the hours of work, work-rest ratio and shift rotation on job performance; a study to provide long range evaluation of the effects of job-induced stress resulting from physical and environmental conditions on controllers and a study of the incidence of stress related diseases among air traffic controllers compared with the general population.

New appointees who volunteer for the project will undergo a series of psychometric and physical examinations at the Aeronautical Center at Oklahoma City before participating in the studies.

All medical information and other data obtained about the volunteers during the studies will be used only in connection with the research project and will not be incorporated in employee records.

The researchers plan to use a telemetric system for recording physiological data using a two-pound wireless device worn by the volunteers to permit testing under normal working conditions with a minimum of restraint.

The system will be similar to that used in space flight to relay information back to earth by remote control.

RED CROSS BLOODMOBILE TO STOP AT JAMAICA ON SEPTEMBER 9

The Red Cross bloodmobile is slated to make its annual stop at Regional Headquarters in Jamaica on September 9.

A total of 112 pints were contributed in 1959. Vincent Guccione, aviation defense planning officer, and Mrs. Patricia Kowalewski, both of the regional managers office, who have charge of the arrangements, are hopeful that this record will be surpassed.

Any donor who offers to contribute blood but is rejected for some reason automatically becomes a member of the Federal Building Blood Bank.

Administrator Cites Need For Practical Supersonic Aircraft

Testifying before a special Congressional subcommittee, FAA Administrator Quesada stated that if the United States is to maintain its world supremacy as a producet of commercial aircraft, the government must lose no time in developing and marketing a pratical supersonic transport.

Mr. Quesada added that the project would entail such a tremendous amount of research and developmental work that no manufacturer or group of airlines could afford to finance it.

FAAING AROUND

Nice things have a nice way of happening to nice people -- which, in this case, happened to Sterling R. (Tim) Timmerman, regional flight service specialist stationed in Watertown, N.Y., for his "courage, steadfastness and dependability". 14 year-old son Rand slipped a letter to the Syracuse (N.Y.) Herald American that won for his dad the "Central New York Father of the Year" title . . .

FATHER TIMMERMAN AND CLAN

The youngster, whose letter was selected over 1,200 other entries, cited pop's courage and determination when struck with paralytic polio 13 years ago . . . But let Rand's letter, which he wrote without the knowledge of his parents tell the story:

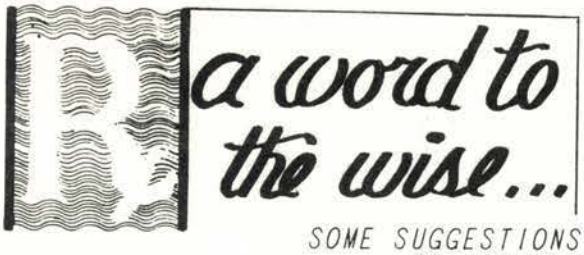
"Although my father is crippled in both legs with polio and has had to walk with crutches and braces for the past twelve years . . . In spite of this he is able to do more than most men out of sheer will . . . He has built our home, a number of boats and is now raising a family of four children . . . He received his commercial pilots license for single engine airplanes and has obtained a government job. He devotes time teaching us his many abilities . . . I love him for his courage, steadfastness and dependability."

By now, the ugly ducklings are set to let their lust get the best of them after glancing at the winsome foursome occupying the column this month . . . looking around Jamaica for pulchritude of the umph degree to enhance these pages, Foto Ed Joe Gyimoty came across this quartet of beauties sitting out a lunch hour completely ignoring starry-eyed gazers . . . Oh, yes, if you are still interested their names happen to be (left to right -- bless 'em) Maria Galante, Luch Schipani, and Phyllis Rocchio, all of whom drape covetous desks in Personnel, and Margaret Filiberto, whose presence in the Air Traffic Management Division keeps the oldest of boys thinking of the youngest of things . . . If field facilities have competition to offer, please advise -- photo wise . . . Otherwise, camera expert Gyimoty and his flock of 711 assistants will continue to stir up some of same.

Just as a parting shot . . . the photo dug up by Richard P. Battle, acting chief - Establishment Branch of Facilities & Materiel, for this corner is remindful of some of headquarters Barney Oldfield's deserting the parking lot at zero hour of 5 p.m. . . . One of these days, they are going to be caught flying so low that they won't leave even part of the word caution . . . Then things are going to pop and heads are going to roll . . . As Acting Regional Flight Surgeon Albers points out in the title of his column, "A WORD TO THE WISE . . . "

E.H.T

6,453 Regioneers Sign Up for New Federal Health Benefit Plans, Analysis Discloses



SOME SUGGESTIONS ON SUNBURN

by DR. WILLIAM R. ALBERS
Acting Regional Flight Surgeon

The best treatment for sunburn is of course prevention -- simply don't get sunburned!

But if you must get your summer "tan", follow these suggestions:

Do not try to get a tan in one day. Carry a light sport shirt or sweater which you can slip on if you are out in the sun for a long time. Use any of several good proprietary suntan lotions which will give some protection. Watch out for cloudy or hazy days. They fool you. You can actually get a worse burn and more quickly on this type of day.

Some simple rules to follow if you do get sunburned:

Overexposure to the sun resulting in an overall burn can be serious and should be treated by a physician. People have been known to die from this type of sunburn.

For first-degree burns (a minor burn; skin is not broken; no blisters): Nupercainal ointment (a local anesthetic agent) can be applied several times a day and will give relief of discomfort. After a day or two this will no longer be needed. Do not use any dressings on burns such as these.

For second-degree burns (blisters form or the skin is broken): These burns are best treated by a physician because there is danger of infection and antibiotic therapy, special dressings, and so forth may be necessary. -- turn to page 9

An analysis of registration forms received in the region under the new Federal Health Benefits Program which became effective July 10 discloses that 6,453 personnel chose to participate in the various new plans.

The total employee contribution on a bi-weekly basis, according to computation made by the Accounting Division, amounts to approximately $28,800, while it will cost FAA a total of nearly $17,-647.

A break-down of figures disclosed that 2,386 personnel enrolled in the Indemnity Benefit Plan; 3,869 in the Blue Cross-Blue Shield; 82 in the Health Insurance; 100 in the Group Health; 12 in Group Health Association; three in American Federation of Government Employees, and one in the National Association of Letter Carriers.

The number of employees electing not to enroll in any plan totaled 461, while 48 others were not eligible for enrolment. Deductions from pay checks for the new insurance benefits will appear on the same pay checks bearing the increase in salaries voted by Congress.

SORTA CONFUSIN'

Four Separate Agencies Figure In Operation Of Airfield Beacon

The operation of the rotating light beacon at the Blackstone Army Airfield necessitates the combined efforts of four separate agencies.

The beacon, owned by the Department of Defense and perched atop a FAA steel tower is leased from the Virginia State Department of Aviation which erected and maintains it.

The beacon is serviced by the Town of Blackstone, current is supplied by the Second Army Garrison at Camp Pickett, and the personnel of FAA flight service manipulate the switches.

adlib ala femme

Good Ol' Summer Vacation Time -- U.S. Style... **by LORRAINE ADVOCATE YUDELL**

Now that we are in the full swing of the hot, sticky and muggy weather, it is time to retreat to vacation resorts. Planning a real vacation takes time, patience and money. But it is worth it. Travel broadens one's horizons and interests.

For instance, while recently honeymooning in Puerto Rico, we found it to be a highly interesting and picturesque island. One can relax and yet have an excellent time. The evenings are enhanced with tropical splendor that romanticists dream about.

The swaying palm trees in the moonlight, with ocean waves tenderly hugging the shores, flamenco music setting the scene for romance, all make for a most memorable stay.

One of the largest islands in the West Indies, it became an American possession as a result of the Spanish-American War. The island was originally named San Juan Bautista by Columbus in 1493 when he claimed it for Spain. Ponce De Leon in 1508 discovered the Puerto Rican Bay now known as San Juan.

Many people these days are cruise happy, too. They go to several ports and spend a day or two at each one. For these sailors at heart, a trip of that sort would be most entertaining.

Whether you go to a resort, the mountains, abroad or just sleep under the stars in some nearby hideaway you will always find it refreshing.

This wonderful world of ours was made for us to see and enjoy.

NEWARK AIRPORT TO GET NEW SURVEILLANCE RADAR

Newark has been selected as one of three airports for the installation of Airport Surveillance Radar for the purpose of increasing safety in the terminal areas of major 'ports. The ASR-4 radar is scheduled to be commissioned by August. The new radar equipment will be installed in a total of 34 airports within the next 18 months.

With the new FAA Radar, controllers will be able to pick out individual airplanes on the radarscope. They may pick up both fixed and moving objects on the 16-inch, TV-like picture tubes.

A WORD TO THE WISE

-- starts on page 8

Opening or draining of large blisters is hazardous if done at home under unsterile conditions. If a blister spontaneously opens, drains and collapses, it should not be peeled. The loose skin should be left lying where it is, as it forms a natural covering or dressing protecting the underlying raw areas from infection.

For sever second-degree or third-degree burns (all layers of the skin burned through) consult a physician for treatment, and never apply ointments to a raw or oozing area. Do not soak any burn.

A burn is a form of dermatitis. The worst thing you can do is overtreat it. This increases the inflammation. Therefore do not put or try all kinds of medication and household remedies on it. The less you put on it, the better.

If your doctor determines that a dressing is necessary, there are new sterile Telfa dressings which have been developed in the past year or two which will not stick to the burn and are easily removed.

If there is a lot of itching and stinging from the burn, there is a drug which has been developed within recent years and is quite effective called Temaril, which may be obtained by prescription. It will relieve this type of cutaneous sensation.

If you wash a burn you should gently swab it with a cotton pledget and ivory soap and then rinse the soap off. Do this no more than once a day.

FAAERS TO HAVE WORD

-- starts on page 3

Participation in the project, however, is purely voluntary on the part of the individual concerned.

Basically, the same questionnaire is used for those not employed by the government as for those in federal service.

It asks two basic questions, (1) What things about an occupation would make it ideal for the employee, and (2) What kinds of things about an occupation would make it the worst that could be imagined.

Within this general frame of reference, the person's attitude toward their own job, including ranking of it on a ten-level scale, is explored.

There are also additional questions designed to determine whether the interviewed feels some particular branches of government would be better to work in than others.

It is this series of questions that is particularly revealing of people's attitudes toward the federal service as a career.

As far as is now, the results of the interviews and the conclusions drawn will be reported in statistical or other summary form that will not identify the individual or the agency from which the information is derived.

The reports to be published by Brookings will contain the salient findings that emerge from detailed examination and comparison of the attitudes and values of all the groups studied.

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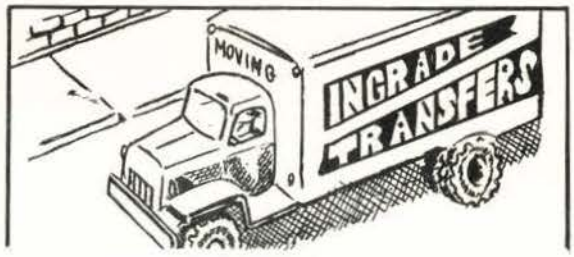
BLACKSTONE RANGE IS STRICTLY FOR BIRDS

During its 19 years of existence the Blackstone, Va. low frequency range withstood many a storm until one of the milder forms of nature the pecking by small birds -- necessitated its closing recently for a two-week period.

Woodpeckers in their eternal quest for beetles punctured the supporting poles to such a degree that water infiltrating the openings caused the poles to rot and weaken.



AIR TRAFFIC MANAGEMENT

Bruce R. Brown, from Covington to Cincinnati. . . Vaden W. Wagoner, from Washington to Lexington. . . Joseph D. Harrigan, from Boston to Atlantic City. . . David J. Cahill, from Erie to Boston. . . Robert L. Harner Jr., from Pittsburgh to Atlantic City. . . Bertus E. Matthews, from Norfolk to Washington. . . James A. Crawford, Boston to Bedford . . . Oliver W. Moore Jr., from Cincinnati to Cleveland. . . Charles Kuzis, from Bridgeport to Bradley Field. . . Earnest E. Whitcomb, from Dayton to Boston.

FACILITIES & MATERIEL

Francis W. Costa, from Jamaica to Islip. . . Raymond E. Hill, from Jamestown to Williamsport. . . James R. Johnson, from Syracuse to Binghamton. . . John F. Kenney, from Bedford to Boston. . . William H. McDevitt, from Syracuse to Rome. . . Kenneth R. Macht, from Fairborn to London. . . Charles R. Murray, from Elkins to Jamaica. . . Joseph P. Park, from Barnegat to Philadelphia. . . John G. Short, from Falmouth to Boston. . . Robert H. Todd Jr., from Covington to Harrisburg. . . William Wink, from Williamsport to Harrisburg . . . Carl W. Toreson, from Jamaica to Boston. . . Daniel J. Hamilton, from Jamaica to Jamaica. . . Nathan Aronson, from Jamaica to Jamaica.

FLIGHT STANDARDS

Herbert C. Phelps, from Jamaica to Bedford. . . Richard G. Carlson, from Jamaica to Bedford.

INTER-DIVISION

Evelyn Wine, from Flight Standards to General Services.

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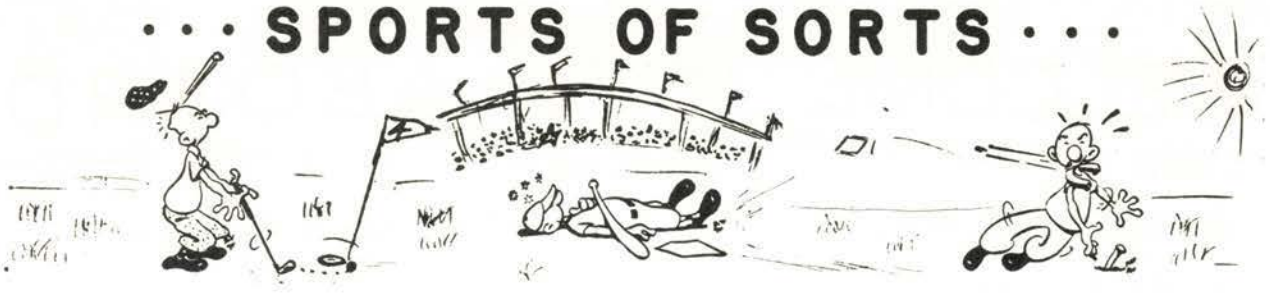

much to say about nothing-with nothing...

At a time of year when the weather, inclination and opportunity for the participation in sports is at a peak -- during which sporting activity around the region has undoubtedly progressed to a degree of indescribable intensity -- it is ironic that regionites are evidently so engrossed in participation that they haven't time to inform THRUST of results of their activities.

The dearth of information is highly inconceivable, especially since the sports page is one of the last remaining outlets for news of the guy or gal to receive mention not only for an above average performance -- but for ringing an opponent's leg in a game of horse shoes, stealing an occupied base, knocking down ten pins with the ball still attached to a trusty right arm, or shooting 120 while navigation but nine holes.

So send your sports copy by air, sea, or pack mule. Else by-gum these noble pages may perish from THRUST forever.

washington softballers all decked out...

Thanks to a well organized fund raising campaign supported by fellow controllers, the Washington Center softball team is sporting new uniforms. Due to the resulting boost in morale, team manager Sam Rosenzweig feels his defending champs will go on to even greater heights this season.

The team invites challenges from other regional softball clubs. Players at Norfolk, Philadelphia and points east please note.

friendship bowlers garner lotsa' loot ...

The Friendship International Airport Mixed Bowling League held a banquet at a local supper club to celebrate completion of a highly successful bowling season.

The high spot of the evening was the presentation of trophies and awards to the winning team and individual high scorers.

The tower chiefs' office is now graced with a desk-ste trophy which was awarded to his secretary Miss Carol Houghton, who captured the ladies high strike contest. Carol managed to retain personal possession of a set of red and black bowling balls which she won as a door prize.

off they go into the wild rough yonder...

Teterboro Tower Controllers Paul McCarthy, Ronald Jeffries, William Biggio and Daniel Kaplan, having oiled their golf swings for the coming season are bemoaning the fact that they are having little success in interesting other tower opponents in accompaning them in search of the elusive white pellet. Misery loves company.

A little bird informs us that in the Columbus, O., area that in trying to outdo one and other with tall tales of their golfing exploits, Ann Topp, Jim Coleman and Joe Creedon sound like competition for the pros.

Truth is, with the exception of peeling sunburns, they have little else to substantiate their prowess. -- J.R.E.

WELCOME ABOARD

OFFICE OF REGIONAL MANAGER

Nancy A. Born of Lynbrook, assigned to Jamaica.

BUDGET & FINANCE DIVISION

Suzanne Eichhorn of Kew Gardens, assigned to Jamaica.

GENERAL SERVICES DIVISION

Peter Berek of Brooklyn, assigned to Jamaica; Charles N. Jamison, Baisley Park to Jamaica; Anthony F. Figurella, Brooklyn to Jamaica.

AIRPORTS DIVISION

Karen E. Musser of Manchester, assigned to Harrisburg.

AIR TRAFFIC MANAGEMENT

Harry J. LeRoy of Philadelphia, assigned to Pittsburgh; Arlene K. Zecca, Pittsburgh to Pittsburgh; Jack F. McDevitt, New Castle to Pittsburgh; Eliseo R. Ochoa, McKeesport to Pittsburgh.

Frederick E. Harding, Laconia to Quonset Point; Robert H. Allison, Radford to Lynchburg; Thomas A. Shea, Baldwin to Buffalo; Donald A. Fleagle, Hagerstown to Camp Springs; John W. Bowers, Hagerstown to Baltimore.

Thomas J. Hoffman, North Babylon to Washington; Joseph G. Keller, Silverdale to Washington; Paul S. Campanella, Buffalo to Newport News; Richard H. Griffith, Leavittsburg to Youngstown.

Thomas F. Kushi Jr., Pittsfield to Washington; William P. Niemeyer, Washington to Washington; Russell W. Ponton, Arlington to Washington; Alvin M. Younger, Delmar to Washington; Thomas R. Patton, Columbus to Pittsburgh.

William R. Henderson, East Pittsburgh to Pittsburgh; Edward C. Brocke Jr., Panama City to Pittsburgh; John T. Garner, Olmsted to Pittsburgh; Paul J. Pasquarelli, Pittsburgh to Cleveland.

Gerald F. Coleman, Dorchester to Cleveland; John P. Mitchell Jr., Dorchester to Cleveland; Jay A. Baumann, Berea to Cleveland; Elmer R. Smith Jr., Penn to Washington; Donald E. O'Brien, Boston to Cleveland.

LeNoir H. Lewis Jr., Norfolk to Washington; Arthur H. Schehr, Brooklyn to Glens Falls; Richard J. Bowles, Churchville to Gordonsville; Alexander Faison, Bronx to Massena; Charles E. Schiff, Columbus to Washington.

Cleveland C. Pergrem, Olympia to Cleveland; Everett F. Whitten Jr., East Waterboro to Houlton; Larry N. Johnson, Fern Creek to Washington; Thomas R. Gilpin, Princeton to Bluefield.

Paul J. Burke, Somerville to Boston; Robert McGrath, Philadelphia to Cleveland; Thomas P. Brennan, West Lynn to Boston; James A. Wanser, Amityville to Massena; Robert D. Lamb, Ridgewood to Flushing.

Charles H. Wimberly Jr., Patchogue to Jamaica; Jane K. Evans, Whitesboro to Rome; Robert L. Howe, Alexandria to Washington.

FACILITIES & MATERIEL

Robert Hirsch of Brooklyn, assigned to Jamaica; James E. Lewis, Rineyville to Paducah; Thomas W. Gaskill, Worcester to Albany; Harvey A. Maibor, Winthrop to Boston; Alan I. Levine, Boston to Boston.

Paul E. Kreger, Pittsburgh to Erie; Richard E. Brooks, Alexandria to Washington; William D. Lowe, Chontilly to Washington; Raymond B. Connors, College Park to Washington; John W. Lowry, Lynn to Boston.

George J. Quagliariello, Brooklyn to Jamaica; Raymond Perez, New York to Jamaica; Russell Chesley, Pittsburgh to Washington; Anthony J. Lucernoni, Fullerton to Washington; Lawrence A. McFarland, Cairton to Washington.

Arthur E. Czachorowski, Pittsburgh to Millville; Ernest C. Fant, Brooklyn to White Plains; Melvin Bethea, Chardon to Cleveland; Kenneth E. Snyder, Sunburg to Harrisburg.

Gary Kertyzak, Brooklyn to Buffalo; George F. Martel, Queenstown to Washington; (See Next Page)

REGIONAL NEWCOMERS

John G. Marshall, Auburn to Albany; John D. Alleman, Altoona to Atlantic City; Gilbert Mordini, Brooklyn to Buffalo.

Gerald C. Dawson, Monroeville to Harrisburg; Emil Conte, Scranton to Norfolk; Raymond C. Kopka, Plymouth to Syracuse; Damian Schnore, Eighty Four to Washington; Robert L. Shick, Big Run to Washington.

Gerald Ceccarini, Framingham to Washington; Homer C. McRoberts, Alpha to Washington; Hilary T. Bell South Greensburg to Washington; Louis J. Santucci, Concord to Albany; William C. McCalla, Fairview to Charleston.

William C. Wilson, West Decatur to Cleveland; Edward S. Morrison, New Enterprise to Cleveland; Frederic Doll, York to Cleveland; Charles M. Clifton, Winchester to Erie; Harold F. Wire, York to Harrisburg.

Joseph Yurescko, Beaver Brook to Cleveland; Calvin R. Jones, Baltimore to Syracuse; Thomas V. Logue, Philadelphia to Roanoke; Walter M. Spencer, Drums to Washington; Robert Trauger, Hellertown to Washington.

Joseph G. Teyshak, East Greenwich to Windsor Locks; Eugene J. O'Sullivan, Somerville to Washington; Carmine A. Pellecchia, Corona to Jamaica; John J. Dianto, Staten Island to Jamaica.

Richard Kroh, Bradford to Washington; Donald L. Brosius, York to Norfolk; George H. Welsh, Hallam to Harrisburg; Ralph A. Assalone, Penfield to Harrisburg; John T. Koch Jr., Dover to Harrisburg.

Bruce W. Smith, Ridgway to Harrisburg; Angelo Urso, Brooklyn to Jamaica; Wendell A. Meservy, Oceanside to Jamaica; Thaddeus A. Kucharczyk, New York to Washington; Herman W. Devereaux, Worcester to Jamaica.

Edward J. Tamosaitis, Scranton to Avoca; Joseph Yourelonis, Ashley to Avoca; Salvatore J. Rinaldi, Worcester to Worcester; Robert D. Martinelli, Syracuse to Jamaica; Charles R. Bradshaw, Toledo to Mansfield.

Jene D. Fischer, Moorhead to Washington; Joseph E. Davis, Brooklyn to Jamaica; Vincenzo Cerbone, East Boston to Boston; Alice C. Lucas, Lynchburg to Bedford; Dorothy J. Thompson, Willard to Jamaica.

Paul G. Thompson, Hazleton to Jamaica; Raymond J. Dargiewicz, Parish to Pittsburgh; Ronald Lubman, Brooklyn to Jamaica; Ciro F. Magnotta, Brooklyn to Jamaica; Eric Wasserman, New York to Jamaica.

John M. Walsh, Whitestone to Jamaica; Michael Steuerwalt, Levittown to Sayville; Ralph H. Scully, Hempstead to Sayville; Clesson C. McDonald Jr., Halton to Jamaica; John Dugandzic, New York to Jamaica.

John J. Hand, North Yonkers to Jamaica; Edmund Lawrence, Elmhurst to Jamaica; John F. O'Connor, New York to Jamaica; John L. Post, Cincinnati to Jamaica; Vygantas Vaskunas, Brooklyn to Jamaica.

Michael Fedarko Jr., Merrittstown to Jamaica; Louis Monoyios, New York to Jamaica; Eamon P. Callahan, Elmhurst to Jamaica; Joseph G. Sobala, Columbus to Jamaica; Andrew Viglucci, Yonkers to Jamaica.

Bruce L. Boller, Queens Village to Jamaica; Walter J. Buttler, Jamaica to Jamaica; Stephen Queen, Bronx to Jamaica; John A. Narciso, Franklin Square to Jamaica; James J. Healy, Bethpage to Sayville; J. Devavan Avis, Beacon to Poughkeepsie.

BLACKSTONE UNIT AIDS PRESIDENTIAL CONTACT

A bit of quick thinking on the part of Blackstone (Va.) Flight Service Station personnel provided direct contact between the Columbine and the White House on a presidential flight over that facility.

By placing the telephone handset near the loudspeaker, the pilot relayed the President's message directly to a White House Secretary.

SPOTLIGHT ON SAFETY

Back in the days . . . when the band played on . . . there were no auto accidents! And no wonder, "Horsepower" was not under hoods. Instead, it was afront -- pulling the family buggy. There were fewer wrecks in the horse-and-buggy era because the driver did not have to depend completely on his own intelligence.

DRIVER HAS ALIBI DELUXE FOR ACCIDENT

Which reminds us, the reviewing and investigating officers, together with the supervisor, sat down one warm day at R. O. to another tedious session of investigating an accident involving a government vehicle. They were all set to hear the usual complicated excuses that would prove the federal driver blameless. But, they got a big suprise. The "fed" driver stood up and explained his accident with amazing conciseness. "Gentlemen", he stated, "I ran out of gas, oil, brakes, and ideas simultaneously."

SAFETY SPELLS SUCCESS

To all new FAAers: Best wishes for success in your new job. Success will depend upon doing the job safely. Safety is the way of life among FAAers. Without it all other accomplishments are cancelled out because injuries will steal away part of your job opportunities and life.

Your new friends on the job and your supervisor will expect you to work and live safely with them. It will be one of the measures of how well you are doing. On your first day learn the safe way because we want you to be one of the family -- a family concerned about your safety and welfare.

Here's to you for a happy and successful career unmarred by pain and losses which accidents always bring.

HIKING? CAMPING?

Maybe you know all the ins and outs of hiking and camping. If you don't, these hints can mean the difference between an unpleasant outing and an accident-free time of fun.

Stay away from poisonous plants such as poison ivy. Its leaves are shiny, dark green in summer and brilliant orange or scarlet in fall!

Poison oak resembles small oak leaves. They occur in groups of three, are deeply lobed and somewhat hairy.

Poison sumac leaflets are sharply pointed, smooth and oily; have smooth, cream-colored berries growing in loose clusters along side of branch or stem.

SMOKEY ... THE BEAR HAS WORDS FOR THE WISE

Vacation time . . . or anytime, protect your beautiful country, its woods, its fine recreation areas, and all our wildlife friends from the terrible danger of forest fires. Smokey -- the bear -- is the symbol of forest fire prevention . . . but only you can prevent forest fires by always being careful with fires. Put out your cigarettes and be careful while burning brush, leaves, and trash. Never burn on windy days. By all means, drown your campfires. Else you may have to drown yourself.